

Series I  
Correspondence,  
1932-1973

Box 2, Folder 3

May 25, 1948 -  
June 25, 1948

0069

25 May 1948

Dear Laura:

I cannot begin to tell you what a delight it was to hear your famous voice over the telephone the other day. I am sorry that my reason for calling you was more or less what we in the military world call official. However, any conversation with you at all is an awakening to the glorious times of yesteryear.

What I called you about was, of course, as you well know, the question of the application of Rear Admiral O.B. Hardison to be a member of the 1925 F Street Club. Admiral Hardison is the head of the Pan-American affairs for the Navy and has to do considerable entertaining both official and unofficial. He is an excellent fellow of charming background, and his wife is a very fine woman whose father was Doctor Morgan, who I understand was one of the President's physicians as well as Head of the American Medical Association.

I regret to say that I do not believe that under the present situation Admiral Hardison now feels that he can join the F Street Club. However, in this I may be wrong. Certainly I know no better Club in Washington or anywhere else, for its purpose, than your wonderful Club.

It appears to me that what Admiral Hardison hoped you would allow him to do, and thereby contribute something to the Good Neighbor Policy, was to permit him once in a while to give a dinner at your Club for the Latin American big wigs, which dinner would be official. However, you do not appear to approve such a plan.

I hope that one of these days that I shall have the pleasure of seeing you. I always remember that when you went to Bethlehem you announced, at least to me, that you would be around Washington a lot, as you did not plan to become the "little star of Bethlehem." Now, however, I understand that you are in love with everything that you are doing in Bethlehem and that far from being the "little star", you have become what might be called Bethlehem's "planet."

I am here in Newport where I am writing the critical analyses of the major battles of World War II. These are unusual in that they are not history but are evaluations of the conduct of the high command at sea. Two of my works are finished and have met with extraordinary approval. Unfortunately you will not be able to see one now, as they are for the present confidential.

0070

I cannot wait to see you, so some day if you are in this area for Heaven's sake let me know here at the War College so that I may feast my eyes upon an old friend.

Your secretary, Mary Cummings, was very nice to Admiral Hardison and myself when we visited the F Street Club the other day, and I feel, as I always have, that you made a wise choice when you got her to run it.

With warmest personal regards, I am as ever,

Your Old Friend,

R. W. Bates

Mrs. John M. Gross  
Four Oaks Farm  
Bethlehem, Pa.

0071

25 May 1948

Dear Chandler:

It was a great pleasure to talk to you the other day when I was in Washington and to observe the broad manner with which you face the problems of command. It is to be regretted that your requirements for the future force you to leave this present assignment in which you have functioned so well.

I am sending you by registered mail copy #3 of the Battle of Midway. It is for your personal perusal. I should appreciate your thoughts on it. Admiral Spruance said to say that he had decided to classify it as confidential without further reference to the Chief of Naval Operations, in view of the decision concerning the study on the Battle of the Coral Sea.

I should appreciate in a return letter to me some of the remarks which you made concerning the Battle of the Coral Sea and also your thoughts concerning the value of the Battle of Midway. I am reminded that you said that you thought that in a few years these War College studies would be compared with Freeman's Civil War studies. I think Admiral Spruance would be very interested to hear that. Although the conception and the writing of the book is mine, the responsibility is his. He has heard from many sources how effective the study on the Coral Sea is. Please return this book to me when you leave, and preferably before 1 July, as on that date we plan to consider the book completed.

I am en route Thursday to converse with Admiral Theobald on the subject of the Aleutian phase of the Midway battle. He has already told me over the telephone that he thought it was absolutely correct. However, he wants to put in some comment concerning his troubles with the Army, and that we shall endeavor to do if it contributes anything to the book which will be helpful in clarifying the Aleutian command situation.

Once again let me tell you how much I appreciate my association with you and how thoroughly convinced I am that if brains count, you should go a long way.

As ever,

Your Old Friend,

Capt. A. D. Chandler  
Chief of Naval Operations  
Washington, D.C.

0072

26 May 1948

Dear Mac:

I received your letter about the first of May and promptly got hold of the Air colonels here at the War College. Colonel Bourne Adkinson of the Air Corps who has recently departed for the Language School at Monterey said that he would look out for you and see what could be done. He has recently served at the Pentagon. He told me that he had written down to a friend of his to see what could be done. I requested him to parallel it by telephone because time was pressing. This he did and they told him that your name was being sent around to see if anybody wanted you there. This is the usual practice where officers are relatively new and unknown to one another, so they endeavor to choose whom they want by passing names around with an indication of their particular capabilities. Whether your name had been passed around before Adkinson wrote, I don't know. However, it is my understanding that it is being passed around there now. Colonel Adkinson told me that he would get in contact with you at the University. Should he not have done so by now, it might be well for you to call him at Monterey at the Army Language School and he will give you what information he has.

It is too bad, if you really wish the Pentagon, that you did not write to me earlier. A great deal is done these days through personal contacts and as I know so many of the high command, I might have been able to help you. Perhaps I can now. I was in Washington the other day and I wanted to go to the Air Force Headquarters but Adkinson suggested that I wait. Meanwhile, you have got your orders which had evidently been determined on for some time.

Colonel Adkinson seemed surprised that you wanted to go to the Pentagon. He said that it is difficult duty, that most officers do not desire it, that Washington was terribly expensive even for an aviator, and that it is practically impossible to get a house. This I well know of my own knowledge.

The airmen asked me today how much overseas duty you had had, and I said I didn't think much more than about one year and that was during the war. Evidently that is an important factor and may account for your orders to PAC. I haven't quite found out what

0073

this PAC is going to amount to but you can tell better from there. I expect to be out in California within the next week and if I am, you will be able then to tell me the whole story and we can cook up something together.

Some people think that PAC has to do with transportation. They also think that if you like flying it could be a very fine assignment for the present.

It is very difficult for me to make any recommendations to anyone concerning you because I do not know what your qualifications are. I have told them that you were excellent in flying, in training work, in navigation, that you were a group commander in Italy, and all and all that you are a hell of a fine fellow. They said that they would send that in and would believe all I said because it was me!

Evidently many people use political pull within the Service to get a decent job. I don't think that you should hesitate if you have an idea you would like some assignment to write or see someone in authority or with whom you would like to serve and ask help and advice. Had I done a little more of that, I might have spent more than one cruise in Washington, which might have been helpful.

Finally, I want to congratulate you upon your last child. Although somewhat belated in my congratulations, I am nevertheless very proud of you and Mary Helen. You have certainly done your duty to your Country, which is more than I can say. However, was it not a poet who said, "Many serve who only sit and think." I do both very well these days.

Take care of yourself and your beloved wife and children. Believe me my best wishes go with you in whatever you may attempt to do.

With warmest regards, I am

Your Affectionate Uncle,

Major B.J. McKinnis  
4501 Cutting Blvd,  
Apt. 2-B  
Richmond, California

0074

26 May 1948

Dear Bittinger:

I have been wanting to write to you for a long time and more particularly since your famous memorandum of several months ago on the subject of the War College, Jutland, Lord Nelson and the Nile. I was especially impressed with your reference to the Baldwin Locomotive Works and its productivity on all naval matters. It must be remembered, however, that Baldwin as a whole is a good friend of the Navy and had better be, because his success is in a large part due to the assistance which we give him. He has a tendency to be slightly two-faced, as I have heard him make a speech in private saying that the Navy was underpaid, and then put in writing that we were pampered pets. I suppose that is what is called a poetic license.

When are you going to paint me? It seems only proper that a brilliant brush like yours should place on the canvas for posterity, that great authority on camouflage who was, at one time, temporarily at least, assisting the omnipotent Charles Bittinger. My reason for thinking that you could handle my beautiful curves is because I feel that one as clever as you in camouflage would find a wonderful subject in me.

Take care of yourself. As ever

Your Old Friend,

R. W. Bates

Captain Charles Bittinger  
Cosmos Club  
Washington 5, D.C.

0075

26 May 1948

Dear Reggie:

I was delighted to hear from you the other day and receive your queries about your Aide, Captain Campbell. I immediately took up the matter of quarters for him here through Commander Daily, who is in charge of housing, and asked him to write to Captain Campbell direct, which he has done. More than that I cannot do yet. My suggestion and Commander Daily's suggestion is, of course, that the proper thing for Captain Campbell to do is to come up here to Newport and look things over. There are houses here and there that one can get, but the arrival of the Fleet has caused the renting of numerous apartments heretofore used by the War College officers. I also asked Gus White to look into the matter, but whether he has as yet is doubtful. Gus said that he had some thoughts on Long Island for your son-in-law, Pres Bush, and would write to you about it. I shall query him today to see whether he has complied with his promise.

For your information, I am going to California on Saturday morning, and that will leave my apartment vacant until about 18 or 19 June. Once again I am turning it over to you for your use during that time--naturally, rent-free. Anything in it such as liquor is also yours to use as you will. I plan to go to California for about three weeks on some leave during that time.

I suppose that you will lose your three stars on 1 July, and I think it outrageous that it should be so. As I wrote you long before I joined you in Manila, I think that you contributed your full share towards victory by your very fine handling of the cruisers and destroyers from 1943 onward. You looked out for the morale of the personnel at sea and saw to it that they were not forgotten. I certainly have not forgotten you.

I know you will have a hectic time down at the Philadelphia Convention, and I appreciate your kindness in offering me a room in your house. I think the convention, however, will be over by the time I get back, but if not, I might appear one day to see what is occurring. This is most unlikely.

Take care of yourself and of Elsa. Give her my best love. As ever,

Your Old Friend,

Vice Admiral J.L.Kauffman  
Commandant's House  
U.S.Naval Base  
Philadelphia, Pa.

0076



26 May 1948

Dear Bill:

This is merely to tell you how much I enjoyed our conversation on Friday last. I know you are quite busy, and I always appreciate the time that you can give me to discuss various matters. Naturally, I am extremely interested in the Secretary's pay bill. I think that the bill that your Board originated is very fair and should in general pass. I think that the ideas that you and the Secretary of Defense's Board have on the question of extra hazardous pay is also sound. People will threaten to quit if they don't get a large increase for flying, for example, but in the end they will not do so. Some will, but the vast majority will not. This is proven somewhat by the diagrams that Captain Daniel has made up in Bupers. These diagrams show that roughly the same percentages of officers in the principal designations are leaving the Navy daily. That is aviators and submariners with their 50 % increase are quitting at the same rate as the ordinary line officer is with his poverty wages.

You may be a little surprised at my use of poverty wages, but Assistant Secretary for the Air, John Brown, in speaking before the graduation class here last week said that officers of the Armed Services were forced to live in comparative poverty.

I think that you are making a very fine impression before the Secretary's Pay Board. Also I feel that if you can in any way increase the income of the Armed Services, and particularly that of the officers, you will have earned the undying gratitude of the Officer Corps. You will thereby do a lot to stabilize the morale of the Armed Services, which without doubt is still quite low.

Don't bother to reply to this. With warmest personal regards, I am as ever,

Your Old Friend,

R. W. Bates

Vice Admiral William Fichteler  
DCNO For Personnel  
Navy Department  
Washington, D.C.

0077

26 May 1948

Dear Soc:

It was wonderful to see you in Washington the other day and to note your excellent health. At least you appeared to be in fine fettle, and it is gratifying to an old friend to see that his original mentor in practical naval matters is looking so well. I enjoyed talking to you very much. You have a very fine brain, and it is stimulating to associate with it. I was particularly impressed with your comments concerning the War College study of the Battle of the Coral Sea. Admiral Spruance was quite interested in your comments, because he wants to be sure that the format and the methods of presentation and so on are correct. So far, we have not received a critical remark concerning those matters. In fact we have received considerable approbation.

I told the Admiral that you had not agreed with several discussions in the article. I also told him that I had asked if you had been provoked to think by your disagreement, and that you had said that you had. The Admiral then agreed with me that that was what we had hoped to accomplish, and that that was a favorable reaction to the book. I told the Admiral also that you had been interested in the amount of comment concerning the conduct of Commanders. I told the Admiral that my reply to that had been that this was not a history, but was a critical analysis and that without criticism the studies would have no value..

I wish you happiness in your new assignment in Hawaii, and in many ways I am extremely envious of the fact that you are to go back to that wonderful land. I know that you and Betty will enjoy yourselves there to the fullest, and I feel confident that Hawaii will greet her long absent son and daughter with a great deal of enthusiasm. I am figuratively placing a pikaki lei around your necks. Can't you smell the aroma of the jasmine?

Finally, I want to thank you for your interest in my behalf throughout my naval career. Naturally I regret that I was not able to culminate my career with two or more stars, but as I see

0078

the manner with which advancements are made, I cannot feel too much regret. I feel that my work has been far above that of most officers and that my failure of selection is due primarily to my Love of Flag which caused me to speak out. What I am saying here is not ego, as I have been told the above by some of the highest ranking and ablest officers in the Navy, both during the war and now.

You gave me my greatest opportunity when you let me go with Vice Admiral Oldendorf. For that again I thank you.

Whether I shall be in the Navy or not when you return from Hawaii is in the lap of the gods, but the chances are strongly against it. In or out, I shall watch your future career with intense interest. I feel that if you are not granted a high command when you leave Hawaii, the Naval High Command will once again have failed in its trust to the Nation.

With warmest personal regards, I am

Very sincerely yours,

R. W. Bates

Vice Admiral C.H.McMorris  
General Board  
Navy Department  
Washington 25, D.C.

0079

26 May 1948

Dear Obie:

It was a lot of fun to see you in Washington. You were very kind and thoughtful to me, for which I am appreciative. I particularly enjoyed having your car to drive me to the airport. As you may have heard, no planes were flying in the Quonset area and I eventually had to go north by train. What a stinking ride that is!

I have written to Mrs. Gross, who controls the 1925 F Street Club, and I have explained to her what you had hoped to do, and endeavored to throw it to her that she ought to help you, in view of the Good Neighbor Policy. Maybe something will occur, I don't know!

I was glad to see Ruthie is looking so well. I feel confident that now that you have a house, Ruthie will be very busy working on it to fix it up to the high Ruthie standard. This will permit you to play even more golf than you used to. A golf widow does not mind being left at home if her surroundings are as charming to her as the golf course is to her husband.

I expect to go to California on Saturday and to return two weeks later. I will try to call you upon my return.

Many thanks for everything you did, and believe me I am as ever,

Your Old Friend,

R. W. Bates

R. Adm. Osborne B. Hardison  
Pan-American Affairs  
Room 2837  
Navy Department  
Washington, D.C.

0080

26 May 1948

Dear Mr. Andrews:

This note is merely to thank you very much for your very friendly interest in my affairs during my recent visit to Washington. I feel confident that the matters we discussed will be handled, and that when I return from leave in about two weeks you will be able to tell me that Christmas has come in June.

I appreciated very much your personal attention and your kindness in showing me the manner in which your affairs are conducted. Please convey my gratification to the Colonels who also offered their assistance.

Very sincerely yours,

R. W. Bates

Mr. Andrews  
M Bldg.  
Room 1029  
Central Intelligence Agency  
Washington, D.C.

0081

26 May 1948

Dear Mariad:

I am distressed to hear that you have really been ill, but at the same time I am delighted to discover that you are now on the mend and will probably soon be up and about. This is good news, for then I shall be able to see you perhaps.

It was very kind of your nurse, Miss Florence Shaffer, to write to me about you, and I am forwarding this letter to you via her. She seems to be a very superior woman, and I have no doubt will insure your rapid return to health.

New England is beginning to burst into bloom now and many of the trees, particularly the crab apple and magnolia, are in full bloom. To those of us who have fought a long and freezing winter, this arrival of spring is a plain indication of the presence of God on this earth, and is a further indication that the Resurrection was in fact true. So now as I hear of your illness and of your remarkable recovery, I cannot but feel that you have passed through the frozen winter as did the trees and plants of New England, and the fact that you are now bursting into bloom in the spring, leaves me to believe that you also are rising into the beauty of happiness. Insofar as I am concerned, it is quite wonderful, and I know that all of your friends will rejoice to hear of your improving health.

I am driving to Marblehead tomorrow to see Admiral Theobald on a matter connected with my work here. I return on Friday and leave for California on Saturday. Naturally I shall think of you out there, because the warm weather of California and that of Florida must be somewhat similar. You must get your strength back before it gets too hot, so that you may enjoy a more cool climate.

I think that your nurse will laugh at this one. -- I was in Washington last week and they told me there were two young nurses who were returning to the Naval Hospital at Bethesda at a very late hour. They ran into the doctor. One of the nurses, highly embarrassed, said, "Oh, doctor, I am sorry you caught us out after hours." To this the doctor replied, "Oh, don't feel badly about that girls, I am going out after mine now."

Take care of yourself, and here's wishing you a speedy return to health.

Sincerely yours,

0082

26 May 1948

Dear Bill:

Cordelia Kane gave me yesterday a little present which you sent to me by her in remembrance of your mother. It may seem strange to you but I remember playing with that gift. It must have come from her desk in her living room. Whether she showed it to me, or I unconsciously picked it up to look at it, I don't know, but it actually brought back memories of those happy days when your beloved mother was with us. You were extremely thoughtful to think of me in sending me this present, and I shall always treasure it, not only as a remembrance of your mother, but also as a remembrance of you and Ann to whom she was ever devoted.

I hope that some day when you are back in Newport I shall have the chance to see you. You don't know how sorry I was that I was unable to accept your luncheon of several weeks ago. However, a conference of certain members of the staff of the War College was set for 2:30 that day and it was impossible for me to evade the conference as I had instigated it. I hope that I am forgiven.

With warmest personal regards, I am

Yours sincerely,

R. W. Bates

Mr. William Vanderbilt  
Williamstown, Mass.

0083

1 June 1948

Dear Swede:

I received the announcement of the approaching marriage of your daughter, Elizabeth, with mingled emotions. It seems almost incredible to me that that young baby, whom you so proudly displayed in Kahala, is now a full grown, mature woman of consequence. I cannot say that I am entirely happy, however, about the marriage. There can be no doubt but that Scott is a wonderful fellow nor that Buddy is marvellous - it isn't that. It is the thought that this lovely flower, who has long decorated your home, will no longer be there and that you and Ibby will, for a time at least, be very lonely indeed. Fortunately, you have that other charmer, Alice, to keep the bright lights burning on Boundary Street, which should make the partial absence of Elizabeth not too much to bear.

I should like very much to be present at the wedding, but I am going to California on June 2nd. As the marriage is on June 6th, you can readily see why it is that I cannot be at Annapolis for that great day in Buddy's life.

I'll bet that she will be the loveliest bride in the world on that day. With her northern beauty, her vivacious charm, and her inherent personal loveliness, she would be a star in any heaven. It is wonderful, therefore, that she chooses to be a star in her husband's home. For that great decision you can thank yourselves, who brought her up to the realization that the best things in life are home and family. She will do well in both assignments.

Give my best to Ibby who I know is as happy as you are over your daughter's happiness. God bless you both.

As ever,

Your old friend,

Captain Edward Everett Hazlett, USN  
109 North Boundary Street  
Chapel Hill, North Carolina

0084



22 June 1948

Dear Swede:

I was very interested in your account of the marriage of your darling daughter, Buddie. Naturally I can concur with you that she was probably the loveliest bride of this year anywhere. Also I don't imagine that anyone got as fine a husband as she did in Richard Scott.

I should have liked to be there, and I would have been had it not been for the fact that there was considerable change in airplane flights to the coast and I had to go when I could rather than when I would.

My trip to the coast was perfectly delightful; I found my parents in excellent health; my father, in particular, who will soon be 88, was himself in every way; the weather was glorious. I had difficulty in bringing myself back to Newport.

As regards your loyalty to me and your regret in my failure to be promoted to Rear Admiral, I think you should know that I have little interest in the matter. During the war Vice Admiral Oldendorf recommended me for immediate promotion to Rear Admiral "for demonstrated superiority in action against the enemy" at the Battle of Surigao Strait. Later, Fleet Admiral Nimitz called Oldendorf and me to Pearl, after the Battle of Lingayen, and told me, in Oldendorf's presence, that my work had been so brilliant at Lingayen and before, that he was promoting me then and there to Rear Admiral. In addition, he sent his Chief of Staff to Washington to ask for my immediate promotion. King and Cook squashed both accounts. Admiral Spruance told me here at the War College that I had been asked to write the critical analyses of the conduct of the commanders in the more important naval battles of the war because I was the best qualified officer in the Navy to do this. As a matter of fact I have now completed the Coral Sea and Midway; the Coral Sea is printed and issued in classified status to the Navy and has made a very fine impression.

The reason I do not get promoted is because I persisted throughout the war in pointing out the errors in command during the war. My articles, although I was commended for them by the sea-going forces such as Commander Cruisers, infuriated Cook and King. The war proved them to be 100% correct. Cook and King could

0085

not brook suggestions from anyone, particularly from those in the combat area who might desire to save lives by recommending certain courses of action. To polish an apple is the best way to succeed today. Honesty is not desired; merit has no place; and cheap politics and knife-cutting are terrifically rife in all quarters of high command. It seems incredible to me that this Navy which you and I so loved and which I still love, could have fallen in such sad ways. There are at the present moment, in addition to more than 2,000 resignations already accepted, an additional 180 or more resignations of younger officers lying on the desk of the Secretary. He will not accept them except in cases of extreme hardship.

My lack of promotion is due to the fact that I refuse to shut up--I was told in the war by certain Admirals such as Ike Giffen to be still if I wished to be promoted. I said "no" that I had studied war more than most and that it meant nothing for me to be promoted at the expense of someone's child or one of our Navy ships. I have the same stand today, and so the other day I told Admiral Sprague why officers were quitting, and pointed out that it was a lack of confidence in command--that many officers did not want to serve under admirals who were unfit--that they felt that there was no loyalty down--that they felt a lack of security in their own futures because they had noted that the officers who had won the war were being treated more or less as criminals and were being bounced out of the Navy, whereas those who had dug in and holed up during the war or even who had more or less failed, had now come out of hibernation and were seizing control of the Service.

As for your own submarine command, it also is falling on bad days. Commander Davenport, who won 5 Navy crosses and was a student here last year, came to me the other day just prior to graduation and said, "Where are all the officers that made the names in the war in the Submarine Service"? He further said that he found that it was those who did badly or did nothing at all in the war who were now in the saddle and those who did well appeared to have been forgotten. I told him that this was common throughout the Service; that it was evidently a post-war phenomenon and that it would probably clear up. Meanwhile, Ozzie Colclough, with no recent submarine experience and no particular qualifications for his new assignment, was made Commander Submarine Pacific without Admiral Styer's knowledge. Also, Monson was sent in to relieve Styer without Styer knowing anything about it. No matter what you may read in the Press, this is what happened, because Styer told me so himself.

Please don't pass this letter around, as it won't do any good, but some day I will get down there and tell you the rest of it.

0086

In view of all the above, you can see why it is that I am not too enthusiastic about whether I become a Rear Admiral or not. On the other hand, I have a left bundle branch block of my heart, which is of doubtful character. No one expects me to die or anything, but there is some question as to whether I am fit for any and all duty. I am seriously thinking of retiring physically. If I do, I have been informed by some in authority that they will try and get me back to continue writing these books. Whether I do so is also doubtful.

Take care of yourself, old boy, and keep your own physical health in a paramount position of importance in your mind. With one daughter out of the way, your living expenses should be somewhat reduced and you won't have to work quite so hard. We want you around for a long time and we won't have you if you overdo things.

I know Ibbey was radiant at the wedding, which means that she must also be in wonderful health. She is a wonderful person and you were wise to marry a younger woman. All the rest of your life you will be able to look at her and wonder how in hell you did it. That builds up one's ego very much.

I did not see Spuds Hicks, nor did I call him. I tried to get over to see him when I came down from Lake Tahoe, but unfortunately I was going to Berkeley to dinner and they changed the dinner date from 8:00 to 6:30; this denied me the chance to see Spuds.

With warmest personal regards, I am as ever,

Your Old Pal,

R. W. Bates

Captain Edward Everett Hazlett, USN  
109 North Boundary Street  
Chapel Hill, North Carolina

0087

July - 1948

# RI Manual

I first realized that an accident would happen when I sighted the taxi after I had started across the street. The crossing at Farewell ~~Street~~ and Marlboro Streets is bad. I have crossed here at least 1000 times always going from south to north. I always stop and look. In this case I did the same, but no car was visible. I started across the street and saw the taxi coming fast. As I realized that he could not miss me I stopped. I had almost crossed the street when his car struck my car just abaft the front wheel on the right side. The road appeared to be damp and the marks of his skidding wheels were visible. I got out of my car and said to the driver of the taxi, Mr. M. Eaton, who appeared somewhat unnerved, "You must have been making over 30 miles an hour". He then said aloud to the few witnesses, "Was I making 30 miles an hour"? There was no reply. Then I said to him, "Look at the damage you have done to my car." To this the taxi driver said, "The office is just up the street. They have insurance to handle that." I later reported this statement to Mr. Crowley, one of the owners and a very nice fellow. Mr. Crowley replied, "Did he say that"? Well, its difficult to obtain good drivers today. You have to take what you can get."

After the driver had calmed down he accused me of not stopping at the stop sign. I replied, "You don't know whether I stopped or not. You were going so fast that you were not looking and did not have your car under control." Some of this conversation which was probably in loud tones must have been heard by the few witnesses.

0088

None volunteered any information as to the accident, ~~and~~ I don't believe that any witness is competent to say much about who did what, excepting that there was a collision. I then told the taxi driver to give ~~me~~ his name and car number, and I offered him mine. He did not seem to understand, so one of the civilian witnesses, a man, said to him, "Give him your name and car number and get his." This was done and we drove away.

As soon as convenient <sup>that evening</sup> I notified the Police Department and told them that although the damage appeared to be less than \$100.00 and it was not necessary therefore to notify them, I nevertheless wished them informed. The Sergeant said that he appreciated my report; that ~~inxxxx~~ Marlboro and Farewell was a bad corner; that a considerable number of accidents occurred there and that it was incumbent on the driver of the taxi to keep his car under control, stop sign or not.

Prior to leaving the scene of the accident I pointed out to the taxi driver and the few witnesses that I was almost across the street when hit, and showed them the taxi tracks and the skidding marks which were visible for about 15 feet. When it is realized that a car travelling at 25 miles an hour requires 60 feet in which to stop, the implications of the above are apparent.

I took the car to the J.H. Wetherell Co. of 7 Sherman Street, Newport and also to the Nunes Motor Co., Inc. of 76 W. Broadway, Newport for damage estimates. ~~What these were I do not know, as I gave them in sealed envelopes to your Newport agent.~~

NAVAL WAR COLLEGE  
NEWPORT, R. I.

21 June 1948

My dear Miss Shaffer:

I hope that you don't think that I am a wretch in not having taken action of some kind in the case of the death of your patient, Mrs. Mariad Calvert. However, I did not receive your message until Saturday, as I was on steady move by plane and rail.

I had an impression that Mariad was improving, so that her death came as a distinct shock to me. I was extremely fond of her, and realize her tremendous dilemmas which had her confused for so long. But who wouldn't have had such dilemmas with the terrible experiences of her last ten years; her husband's shocking death, the loss of her son so needlessly in the war, her sister dying in agony from cancer, and her two unfortunate marriages following her first. I think that the fact that she remained sane so long is an indication of the high character with which she was born.

Evidently you were a very great help to her in her last days and hours, and I want to thank you for your loyalty to Mariad.

I should appreciate any information you could give me concerning her death and really what was the matter with her. May I and can I do anything now to assist in any way?

Very sincerely,

R. W. Bates,

0090

NAVAL WAR COLLEGE  
NEWPORT, R. I.

21 June 1948

Dear Tommy:

It was nice to step in and talk to you and Schuyler about the various naval matters which we discussed.

Naturally, I was interested in the success which you have achieved in obtaining for Admiral Spruance the prerogatives of his rank to which he has been so justly entitled for so long. The Admiral is very pleased, and he said to me this morning, "You know I think that I have a very good friend in Admiral Sprague". This, from Admiral Spruance, was tribute indeed.

With warmest personal regards, I am as ever,

Very sincerely yours,

R. W. Bates

Rear Admiral Thomas Sprague  
Chief of Bureau of Personnel  
Navy Department  
Washington, D.C.

0091

NAVAL WAR COLLEGE  
NEWPORT, R. I.

21 June 1948

Dear Waller:

This is merely a note to thank you for your assistance in gaining me a trip to the West Coast on the Hotshot.

The trip both going and returning was up to the high standards of the previous trips, and there is a belief that under MATS there will be no change from the conditions existing under NATS.

I was particularly interested in the Maxson dinner which we had upon leaving California. Heretofore the Maxson's dinners have been very poor, but this one, which consisted of pot roast of veal, mashed sweet potatoes and fresh green peas, was excellent. I am thinking of writing a letter to Commodore Small who now owns Maxson's to tell him of the success which he appears to have achieved.

If Admiral Joco Clark happens to be there please thank him for his help.

With warmest personal regards, I am,

Very sincerely yours,

R. W. Bates

Captain Raymond Waller  
Room 2078A  
Office of Chief of Naval Operations  
Navy Department  
Washington, D.C.

0092



NAVAL WAR COLLEGE  
NEWPORT, R. I.

21 June 1948

Dear Schuyler:

It was nice to see you in the Bureau the other day and to renew an old friendship of many years standing. It was also nice to be included with you and the Admiral when you talked over certain naval matters. I appreciated your support in my comments concerning the reasons for officers resigning and retiring from the Navy.

I was also very pleased to discover that Admiral Spruance was to get that recognition which heretofore had been denied him. Who finally put the whole thing across, I do not know, but, as you say, you alerted the Admiral to it one month ago, and your action perhaps was even more important than was my discussion with the Admiral on this subject and also with you some six months ago. I sort of feel that in this thing that I provided the seed, you germinated it, and Admiral Sprague gave it birth. That recognition of Admiral Spruance's should go a long way toward convincing officers in a dilemma concerning their futures that the Navy may make many mistakes but clears them all in the end. That is, all except mine. Nothing will be done on that despite the special recommendation from Admirals Nimitz and Oldendorf for my advancement.

Take care of yourself, and let me hear from you one of these days when something interesting appears. With warmest personal regards, I am as ever,

Your Old Friend,

R.W.Bates

Mr. Franklin J. Schuyler  
Office of Chief of Personnel  
Room 2064  
Arlington, Virginia

0093

NAVAL WAR COLLEGE  
NEWPORT, R. I.

21 June 1948

Dear Red:

It was a lot of fun to see you again and to know that you are the same old fellow that protected the Buchanan against the Saratoga many years ago.

It was nice also to see Admiral Denfeld and to see how well he is standing the rigors of his job. If he can look as well during the congressional sessions as he does now, he should look even better now that he can devote himself to purely naval matters. I was glad to see him again, as I have always liked him. His choice of you as his administrative assistant has increased my respect for his judgment.

I hope if you get a chance that you will reassure him as to our friend in the first naval district. Very frankly, I liked him quite well once he had become accustomed to what the operations consisted of. Okinawa was his first operation in command, and at first he was not too familiar with the picture. It was not difficult for me because I had been doing this very same work with Admiral Oldendorf for six months previous.

I would think carefully before I took a job in civilian life. That is what Admiral Nimitz recommended in my case. He said, "Don't get out of the Navy without a job, and if you are offered a job, don't get out until you have re-considered the whole thing." No better advice than this can I give you.

I will be down again one of these days and will see you with pleasure. By the way, why don't you read my Battle of the Coral Sea? It will stimulate your imagination to greater things.

With warmest personal regards, I am as ever,

Your Old Shipmate,

R. W. Bates

Captain Howard Yeager  
Office of Chief of Naval Operations  
Navy Department  
Washington, D.C.

0094

22 June 1948

Dear Harry:

It was nice to speak to you over the phone the other night and at the same time disappointing, as I had hoped to see you personally. I shall be down in Washington in a month or so with my draft of the Battle of Midway, which will be published by Bupers.

We don't know here as yet who will relieve Admiral Spruance but we do know that he will leave at the end of the month. Apparently the more important fleet changes in which the War College figures are Bogan to relieve Murray who relieves Oldendorf who retires, and McCormick to relieve Beary who relieves Spruance who retires. Smith relieves McCormick and Clark relieves Bogan. Very frankly, I had thought that Beary was coming here for only one year and would then retire, to be followed by Conolly. However, this does not seem to have been an idea of Admiral Sprague's, for when I suggested it to him he got out the register to see how much time Beary had. Admiral Spruance apparently seems quite pleased to go out and relax for the rest of his life, and he will be even more pleased when the President signs that bill which will give him full pay and allowances for life. I feel confident that the President will sign it, as no one is more deserving than Raymond A. Spruance.

The weather up here is perfectly delightful. Everyone says that I must have brought it with me from California.

There is no particular pressure as yet here at the College as the new students are joining up and most of the staff is on leave.

I sent you a personal copy of the Battle of the Coral Sea by mail, and I hope that you will have time to look it over and that it will meet with your approval. So far it has met with extremely high favor from those who have read it.

With warmest personal regards, I am as ever,

Your Old Friend,

Vice Admiral Harry W. Hill  
National War College  
Washington, D.C.

R.W. Bates

0095

24 June 1948

Dear Don:

It was nice to see you when I was out on the coast, and I wish I could have stopped with Durgin to visit you in your home on Treasure Island. However, Admiral Nimitz wished me to examine his portrait which is being done by Albert Murray, and I was so long with Admiral Oldendorf, that I was unable to do more than drop Durgin at your home. However, the indications are now that you will be here at the War College to relieve Admiral Spruance, so I shall see you then.

The latest information on this subject, and I got it from Sprague himself, appears to be that you will relieve Spruance, McCormick will relieve you, Hoke Smith will relieve McCormick, and Cat Brown (aviator) who is here now will become Chief of Staff. In this connection the Admiral's Aide, Lt. Samuel Bernard, a Reserve lieutenant and an awfully nice fellow, told me today that he hoped that you would retain him as Aide here. He knows everybody, married a charming Newport girl, and has been quite satisfactory to Admiral Spruance, who brought him with him from sea. Perhaps you remember him.

Should you get your orders at any time, if you will write to me I will gladly always do anything I can to facilitate your arrival in this area.

Please give my warmest personal regards to everyone.

Very sincerely yours,

R. W. Bates

Rear Admiral Donald Beary  
12th Naval District  
Federal Building  
San Francisco, Cal.

0096

Hartford Indemnity

24 June 1968

I first realized that an accident would happen when I sighted the taxi after I had started across the street. The crossing at Farewell and Marlboro Streets is bad. I have crossed here at least 1000 times always going from south to north. I always stop and look. In this case I did the same, but no car was visible. I started across the street and saw the taxi coming fast. As I realized that he could not miss me I stopped. I had almost crossed the street when his car struck my car just abaft the front wheel on the right side. The road appeared to be damp and the marks of his skidding wheels were visible. I got out of my car and said to the driver of the taxi, Mr. M. Eaton, who appeared somewhat unnerved, "You must have been making over 30 miles an hour." He then said aloud to the few witnesses, "Was I making 30 miles an hour"? There was no reply. Then I said to him, "Look at the damage you have done to my car." To this the taxi driver said, "The office is just up the street. They have insurance to handle that." I later reported this statement to Mr. Crowley, one of the owners and a very nice fellow. Mr. Crowley replied, "Did he say that"? Well, its difficult to obtain good drivers today. You have to take what you can get."

After the driver had calmed down he accused me of not stopping at the stop sign. I replied, "You don't know whether I stopped or not. You were going so fast that you were not looking and did not have your car under control." Some of this conversa-

0097

tion which was probably in loud tones must have been heard by the few witnesses. None volunteered any information as to the accident. I don't believe that any witness is competent to say much about who did what, excepting that there was a collision. I then told the taxi driver to give me his name and car number, and I offered him mine. He did not seem to understand, so one of the civilian witnesses, a man, said to him, "Give him your name and car number and get his." This was done and we drove away.

As soon as convenient that evening I notified the Police Department and told them that although the damage appeared to be less than \$100.00 and it was not necessary therefore to notify them, I nevertheless wished them informed. The Sergeant said that he appreciated my report; that Marlboro and Farewell was a bad corner; that a considerable number of accidents occurred there and that it was incumbent on the driver of the taxi to keep his car under control, stop sign or not.

Prior to leaving the scene of the accident I pointed out to the taxi driver and the few witnesses that I was almost across the street when hit, and showed them the taxi tracks and the skidding marks which were visible for about 15 feet. When it is realized that a car travelling at 25 miles an hour requires 60 feet in which to stop, the implications of the above are apparent.

I took the car to the J.H.Wetherell Co. of 7 Sherman Street, Newport and also to the Nunes Motor Co., Inc. of 76 W. Broadway, Newport for damage estimates.

0098

25 June 1948

Miss Maryly Taylor  
169 Guilford Street  
Claremont Berkeley, California

FELICITATIONS ON YOUR WEDDING. IT IS WONDERFUL. KNOW  
YOU ARE EXTREMELY HAPPY. GOLDSMITH SAYS "SO WITH DECORUM  
ALL THINGS CARRIED MARYLY FROWNED, BLUSHED, AND THEN WAS -  
MARRIED. BEST TO ALL.

UNCLE DICK

0099